

THIRTY DOLLARS
PER ANNUM.

Auctions

GOVERNMENT NOTIFICATION.
No. 143.

The following Particulars and Conditions of Sale of Crown Land by Public Auction, are to be held at the Offices of the Public Works Department, on

MONDAY,
the 25th day of March, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th March, 1901. [343C]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 25th day of March, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of a Plot of CROWN LAND, at MacDonnell Road in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Sale	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
			Rt.	ft.	ft.	ft.		Rs.	P.
In-land Lot No. 1,633		MacDonnell Road.	70	90	140	140	11,362	56	800

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
on
TUESDAY, the 26th March,
at 11 A.M., at H.M. NAVAL YARD,
**SUNDRY NAVAL AND-VICTUALLING,
OBSELETE AND CONDEMNED
STORES.**
Comprising—
**OLD IRON (including IRON TANKS and
STEEL WIRE ROPE) PAPER STUFF,
CANVAS RAGS.**
&c., &c., &c.
TERMS:—As Usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 26th March, 1901.

Notices of Firms.

NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY.
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.
TOYO KISEN KABUSHIKI KAISHA.

DURING MY ABSENCE from the Colony
MR. GEORGE ECKLEY will take
Charge of the Business of the above Companies
as ACTING AGENT.

J. S. VAN BUREN,
Agent.

Hongkong, 19th March, 1901. [344c

NOTICE.

THE HAMBURG AMERIKA LINIE,
HAMBURG, will establish their own
OFFICE at HONGKONG, Queen's Building,
on the 1st of APRIL.

The Undersigned have been appointed
LOCAL MANAGERS.

HAMBURG AMERIKA LINIE,
Hongkong Office,
K. OLDÖRP,
W. VON JANSON, } **Managers.**
Hongkong, 15th March, 1901. [313C]

To be Let.
TO LET.
RICHMOND TERRACE, Nos. 12 and 5,
 Possession on 1st APRIL; No. 6 Immediate Possession.
 Apply to
LAU CHU PAK,
 Care of A. S. Watson & Co., Ltd.
 Hongkong, 28th February, 1901. [1242]

TO LET.
 "WOODLANDS WEST," No. 9, SEYMOUR ROAD.
 Apply to "S.B." C/o This Office.
 Hongkong, 13th March, 1901. [322C]

TO LET.
 A HOUSE in RYDON TERRACE.

HOUSES IN LEIGHTON HILL ROAD.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 13th March, 1901. [Large

TO LET.
POSSESSION APRIL 1ST.
1. STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901. [5070

Masonic.

**VICTORIA ~~XXX~~ PRECEPTORY
AND PRIORY.**

A REGULAR MEETING OF THE VICTORIA PRECEPTORY AND PRIORY will be held at the "FREEMASONS' HALL" on TUESDAY the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Refreshments served March, 1901. 1901

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.Mr. HENRY DALLAS'
COMIC OPERA SEASON.TO-NIGHT!
LAST NIGHTOF THE
HIGHLY SUCCESSFUL
MUSICAL COMEDY"The French
Maid."

MONDAY NEXT,

AND ON
TUESDAY AND WEDNESDAY,
FIRST PRODUCTIONIN CHINA OF
THE SPARKLING MUSICAL PIECE
"THE GAY
PARISIENNE."THURSDAY NEXT,
THE EVER POPULAR OPERA
"THE GEISHA."FULL CHORUS.
AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the
Company's visit.BERTRAM HERMANN,
Business Manager.

Hongkong, 23rd March, 1901. [288e]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received
instructions to sell by
PUBLIC AUCTION,
THE FOLLOWING
LEASEHOLD PROPERTIES
situate in
SEYMOUR ROAD, VICTORIA HONGKONG,
and in
MARKET STREET
and
BULKLEY STREET, HONGKONG.
IN 2 LOTS.MONDAY, the 1st day of APRIL, 1901,
at 3.30 P.M., at his Auction Rooms,
DUDELL STREET.LOT 1.—All that piece of ground registered at
the Land Office as Section C of Inland Lot
No. 85 with the 3 storied dwelling house
containing 6 rooms known as No. 5 Sey-
mour Road with stone and iron verandahs
and commanding a good view of the Har-
bour. This property is held from the Crown
for the residue of a term of 99 years sub-
ject to a mortgage for \$8,000 at 5% per
cent. per annum.LOT 2.—All those pieces of ground respectively
registered at the Land Office as Section A
of Hunghom Inland Lot No. 211 and
Section A of Hunghom Inland Lot No. 212
held from the Crown for the residue of
residues of the terms of 75 years subject to
a mortgage for \$5,000 at 5% per cent. per
annum. The Houses erected on this prop-
erty are Nos. 149 Market Street and 84
Bulkeley Street 3 storeys high newly built
with stone and iron verandahs and shops
below near the Market and Kowloon
Docks.

For further Particulars, apply to—

C. EWENS,
Solicitor for Vendor,
or to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 23rd March, 1901. [359e]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the
above Port, TO-MORROW, the 24th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 23rd March, 1901. [359e]

EASTERN AND AUSTRALIAN STEAM-
SHIP CO., LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENCLEUCH,"

FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 26th instant, will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
April, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 4th instant.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(B. ROUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"eye strain" ending in serious forms of disease.
Classes specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Classes only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVISED FREE.

[1453b]

WANTED.

THREE or FOUR LADS
to SELL the"HONGKONG
TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

A. S. WATSON & Co.,
LIMITED.SPECIALITIES FOR THE
SEASON.

PORT WINE

AND

SHERRY

the finest Vintages.

CLARETS

including Wines from the most celebrated
Chateaux.

SCOTCH WHISKY.

Our Whiskies are so well known and
appreciated that comment is unnecessary.

CONFECTIONERY.

Imported from the leading London and
Parisian Houses.

COGNAC BRANDY.

Hennessy's finest productions.
Quality guaranteed.

AERATED WATERS

Absolute purity guaranteed.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1847.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 23, 1901.

NOTES AND COMMENTS.

Rowdyism on the Ferry.

Our note and comment of Thursday last
on this subject appeared to greatly arouse the
ire of a British Bluejacket, who seemed to
think that we objected to members of either
service travelling first class by the ferry
boats. It is hardly necessary to point out
that our correspondent was mistaken.
Tommy or Jack has a right to travel first,
second or third class, whenever and wherever
it pleases him to do so, as long as he pays
his fare. It is only when he makes a nu-
isance of himself that he is objected to and,
as we pointed out, only a British Bluejacket
failed to see it, the objection applies to
civilians in an equal degree, or even more
so, for the civilian has more liberty than
Jack and so has less excuse for making an
ass of himself.We publish to-night a very sensible letter
from a Kowloon Resident on the subject.
His suggestion that a picket be stationed on
the wharf is a good one and might well
receive attention from the Military and
Naval Authorities. As our correspondent
says, it is a somewhat risky thing to try and
defuse a drunk. We once heard it said that
in the Army a man is not considered drunk
until he falls down and has to hold on tight
to the ground to prevent himself falling up
again. But if the Police and pickets took
the matter in hand, it would be of no avail.defamation would be few and far between.
At all events, something ought to be done to
remedy the present disgraceful state of affairs,
and that soon.

H.M.S. "Hart" on the West River.

The torpedo-boat destroyer "Hart" has just
returned from the West River, where she has
been cruising. During the trip she visited
Wongmoon, Kunchuk, Samshui and Tak-
hing, the latter place being the highest point
reached. The "Hart" is the biggest vessel
that has ever been as far as Takhing, being
200 feet long and drawing nine feet of water;
consequently it was very delicate work tak-
ing her through some of the tortuous creeks
of the delta, but the trip was safely accom-
plished under the able pilotage of Mr. S.W.
DIXON, formerly master of the West River
steamer "Samshui". Mr. Dixon has probably
a better knowledge of the West River and
the Canton Delta than any other European,
and Lieut. and Commander HARDY, of the
"Hart", was lucky in being able to obtain his
services. Considering how active our French
neighbours have been of late on the water-
ways of the Two Kwangs, it was, perhaps,
just as well to let them see that a vessel of
the "Hart's" size and armament could get as
far as Takhing, and that the British Authori-
ties have no intention, just at present, of
allowing the white ensign to be entirely
replaced by the tricolour on the waterways
of Southern China.Russia in China.
The crisis in the north, occasioned by
Russian aggression, has, as we expected, died
a natural death, for the present. We do not
think that Russia was prepared to come to
blows and the explanation of this is not far
to seek; in fact it lies in Hongkong harbour
in the shape of the Russian battleships
Pollava and Sevastopol. Besides these two
ships, Russia has three or four cruisers now
on the way to join her Far Eastern squadrons.
None of these vessels are at the present time
within reach of a Russian port, except of
course the two battleships which are now
coaling here. Had Russia not consented to
withdraw her troops at Tientsin, pending a
settlement of the affair at home, but pre-
ferred to come to blows, it would have meant
the sacrifice of the ships above mentioned.
They would have been caught in the unpleas-
ant predicament of being out of steaming
distance of any Russian port and would have
been obliged to strike their ensigns to the
first British cruiser which hove in sight, for
a war vessel without coal, be she battleship
or cruiser, is very little better than no war-
ship at all. This should show us the value
of our strings of coaling stations the world
over, and the paramount importance of their
being well fortified and garrisoned.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."
THE CRISIS IN THE
NORTH.

GUARDS WITHDRAWN.

(From Our Own Correspondent.)
TIENTSIN, 22nd March.
13.5 p.m.The guards have been withdrawn
from the Railway Station by order
of Field Marshal Count von Walder-
see, pending the settlement of the
dispute at home. All is quiet here.
Received 7 p.m. 22nd.
Published 10 a.m. 23rd.

REUTER'S TELEGRAMS.

BRITISH SOUTH
AFRICA.

REBELS EXECUTED.

LONDON, March 23rd.
Three Dutch Colonials have been executed
at De Aar for train wrecking.SHARP SKIRMISHING, BOERS
RETREAT.Sharp skirmishes have occurred between
Colonels De Lisle and Goring's columns
and Kritzinger's Commando. The Boers,
who were well mounted and armed with
British rifles, retreated.

VREDE EVACUATED.

HEAVY FIGHTING.

The British have evacuated Vrede, the
garrison joining General Campbell's column
which has had heavy fighting coming from
and returning to Standerton.

SICK AND WOUNDED.

Two hundred sick and wounded Cornwalls
have arrived at Gibraltar.GREAT BRITAIN
AND RUSSIA
IN CHINA.TROOPS WITHDRAWN PENDING
SETTLEMENT.Lord Lansdowne stated in the House of
Lords that the British and Russians had
agreed to withdraw their troops from the
area in dispute at Tientsin, reserving the
question of the ownership of the land for
subsequent examination.

WEATHER REPORT.

The Observatory report says—
On the 23rd at 12.5 p.m. the barometer has
fallen on the China coast. Pressure highest
over N. China, and probably a depression lies
near S.W. Japan. Gradients slightly moder-
ate monsoon on the coast, and in the N. part
of the China coast.

LOCAL AND GENERAL.

His Excellency the Governor has informed the
public of Singapore, that His Royal Highness
the Duke of York will land in white uniform.The plant, goodwill and stock in trade of the
Commercial Press, at Singapore, were put up to
auction sale by Mr. H. A. Crane, on the 15th
inst., and sold for \$1000."THE better you dress a soldier," says Lord
Wolsley in his "Soldier's Pocket-Book," "the
more highly he will be thought of by women,
and consequently by himself."This last batch of Shanghai papers to hand are
full of correspondence relating to the suppres-
sion of Lotteries in the Foreign Settlement by
the Municipal Council. The question is not
yet settled.We are sorry to hear says the Singapore Free
Press that Major J. W. F. Long, R.A.M.C., has
been invalided, and will have to proceed to
England by the s.s. "Plassy," about the 5th of
April. Major Long had a trying time on the
West Coast of Africa during his previous ser-
vice, and he still suffers from that experience.The Band of the Royal Welch Fusiliers will
play at the Hongkong Hotel this evening, from
8 to 9.30 p.m.—PROGRAMME.
1.—Overture "Des Dunes de Mervé".....Bodini.
2.—"The Blue Bird".....Waldteufel.
3.—"Selections" "Belle of New York".....Kerker.
4.—"Intermezzo" "Eloisa".....Ellenberg.
5.—"Solos" "Hoppemantel".....Ellenberg.
6.—"Gallops" "Hit and Miss".....Herve.
EXTRA.
1.—Ballad....."May Day".....Sullivan.
"God save the King."It is stated that experiments with aluminium
as a substitute for paper are now under way in
France. It is now possible, says *Invention*, to
roll aluminium into sheets four-thousandths of
an inch in thickness, in which form it weighs
less than paper. By the adoption of suitable
machinery these sheets can be made even
thinner and can be used for book and writing
paper. The metal will not oxidise, is practi-
cally fire and waterproof, and is indestructible
by worms.A STRANGE incident has taken place in Moscow.
A carriage conveying the image of the Holy
Virgin of Iberia collided with a cart full of
snow, and all attempts to free the wheels were
in vain. Then somebody proposed to tip the
cart over and turn the snow out, but the driver
of the vehicle energetically protested. The
police had to be called in, and when by their
instructions the cart was tipped over and the
snow turned out, a dead body was lying at the
bottom. It was thus a hidden crime was dis-
closed.ONCE an Irishman was crossing a certain
bridge when his pipe went out, and he met a
gentleman coming the opposite way, and Pat
asked him if he could supply him with a light.
"What," said the gentleman in amazement, "do
you know who I am?" "Shure and begorra I don't,"
replied the Irishman. "I'm Sir Henry Mon-
gomery, Knight, Baronet, and Knight of
the Garter." "Ha, ha, do you know who I
am?" "No, I don't." "O am Mike the Hooli-
gan, to-night, to-morrow night, and the night
after."A SOUTHERN paper tells a story of a mixed
brood of children which reveals the confusion
liable to exist in certain families. A widower
and a widow, each having children, married,
and children were subsequently born to them.
The parents agreed much better than the
children did. One day a neighbour going past
their place heard a commotion within, out of
which rose the voice of the wife, screaming to
the husband:—"Jim! Jim! Hurry out in the
yard! Your children and my children are beat-
ing the lives out of our children!"We regret to have to report the death during
last night of Sergeant Alexander Clarke, of
the Hongkong Police Force. He died of heart
disease at the Government Civil Hospital. He
only reported himself sick the day before yester-
day. He did very good work in the New Ter-
ritory, but owing to continued suffering from
fever he took a station at the Peak. He
made rapid strides in the Force and had many
friends. The funeral took place this afternoon
at the Happy Valley and the Force turned out
in large numbers to pay respect to his memory.The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—Reiss & Co. \$100
D. Sassoon & Co. 100
E. D. Sassoon & Co. 100
Jardine, Matheson & Co. 100
Arnhold, Warberg & Co. 50
Carlson & Co. 50
Tai Shing & Co. 25
Dorabjee, Ramjee Jumbloo. 5
Rev. T. Wright 5The Echo de Chine of the 15th inst. publishes
the minutes of the meeting on the 27th ult. of
the French Municipal Council. The principal
business was the adoption of regulations for
the examination and stamping with the munici-
pal seal of all Chinese placards posted in the
French concession, and the fees to be charged.
These appear to us very sensible regulations,
and we should like to know if the same kind of
rules apply in Hongkong to posting of Chinese
placards. Does the Government know the
contents of all the Chinese bills which are
posted up in public?A VERY good up, which may be observed to
advantage in Wall Street, and other noxious
or, at least, before the up, to a type to
justification of the principle of rigorous blasts
in the 1890s connection. No matter
how carefully a pump is fixed on to a machine,
it is always likely to collect a fair amount of
dust or grime, and if the pump is simply
taken from the machine and used right away
it is quite likely that the dust of a piece
of grit, which may have been in the pump,
will be blown into the valve, may cause
trouble and be annoying. The fewMr. H. E. Pollock K.C. the Hon. Treasurer
of the Seamen's Church and Mission Fund,
acknowledges with thanks a donation of \$150
from a friend, per the Bishop of Victoria.AFTER every hanging the public are told that
"the condemned slept soundly" during his
last night on earth. It might be added, says a
well informed exchange, that every convict
awaiting execution is given a sleeping draught,
so that his last earthly slumbers may be
peaceful.The annual inspection of the Hongkong
Volunteer Corps was made this afternoon by
Major General Gascoigne. Despite the very
unpropitious state of the weather there was an
excellent muster, and the inspection passed off
satisfactorily. A full account will appear in
our Monday's issue.

THE RAISING OF THE DREDGER.

Renewed efforts are being made for the turn-
ing over and raising of the dredger Canton
River. Parbuckles have been placed round
the vessel and one of H.M. battleships is to be
called into service to assist in the operations.
It is expected that the work will be successful
and that the dredger will once more be righted
within a short time. Guncock charges have
had to be used in placing the three parbuckles
in position, and the workers have been con-
fronted with not a few difficulties of this kind.
We hope shortly to be able to state that the
operations have been completely satisfactory.THE "POLTAVA" AND
"SEVASTOPOL."The two Russian battleships now in port, the
Pollava and Sevastopol, form a very formidable
addition to the Tsar's fleet in Far Eastern
waters. The former is a vessel of 10,960 tons,
length 367 ft. 6 in., beam 60 ft., draught 26 ft.,
speed 16.2 knots. Her armament consists of
four 12-inch, twelve 5.9-inch quick-firers, thirty-
four smaller guns and six torpedo tubes. She
was built at St. Petersburg in 1894 at a cost of
£1,000,000.The Sevastopol is a vessel of the same dimen-
sions and armament, but of 17.5 knots speed,
she was built a year later than her sister ship
at an equal cost.

THEATRE ROYAL.

Mr. Henry Dallas's Company repeated the
performance of "The French Maid" at the
Theatre Royal last night before a fair audience.
The piece was played successfully and encores
were frequent during the evening. Miss Helvie
Peel with her songs and Miss Violet Capel in
a dance were conspicuous, whilst the acting all
through was very satisfactory.

MONDAY'S PRODUCTION.

"THE GAY PARISIENNE."

Night after night this talented company con-
tinues to draw large audiences, and the un-
hesitating manner in which the same demon-
strate their approval is a proof, if one were
needed, that the company is quite the most
popular one that visits these parts. After pro-
ductions recently of such delightful musical
pieces as "Florodora," "San Toy," "The
Belle of New York," and "The French Maid"
(the latter finishing to-night) we are promised
a treat on Monday next in the first production
by this company, of the decidedly smart
musical piece "The Gay Parisienne." Those
of us who saw the piece during its long run at
the Duke of York's theatre at home will be
able to renew a very pleasant acquaintance.
The smart and often brilliantly witty dia-
logue, added to some of the most tone-
ful music that has ever come from the
facile pen of the talented composer, make
the "The Gay Parisienne" quite irresistible.
How we shook our sides over the extraordinary
antics of that quaintest of comedienne Louis
Frear, and again at the troubles of the much
worried Mr. Honeycomb and his grief-laden
spouse. The piece abounds in amusing situa-
tions and keeps the audience in a ripple of
meritment and contented good humour from
the opening chorus to the finale. Mr. Dallas
promises to mount it in his usual complete
style in the matter of scenery and dresses—al-
ways a most important item, and one in which
he excels. In "The Gay Parisienne" we have
charming Mrs. Dallas back again in the cast,
and in a part which would suit her admirably.
We do not see half enough of this clever lady
this season, and her inclusion in Monday's cast
will give universal satisfaction.
On Thursday next we have a revival of "The
Geisha."

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by
Correspondents in this column.

ROWDYISM ON THE FERRY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—As a sufferer from the nuisance
of which you so bitterly complain, namely, the
filthy language and obscene behaviour of
drunken men on the late Ferry launches, I can
quite endorse all that you say with reference
to the desirability of these scandalous scenes
being put a stop to. It is bad enough for any
decent minded man to have to put up with it,
but for delicately sensitive women and, worse
still, young girls, to have to listen to the pro-
fanity of the *laide*, is unendurable. However,
I cannot quite see that the remedy you propose
is going to mend matters. To differentiate a
drunk is a difficult matter and might result in
the differentiator being sued for defamation of
character. What is wanted is a picket—Naval
and Military—to be on duty at the Ferry Jetty
from 8 a.m. to 10 p.m. and for the police to deal
with the rowdy civilian element. Anyhow, the
rowdy scenes of disgusting bibulousness must
be stopped on the late Ferry launches, or else,
no self-respecting woman will dare visit a
theatre or accept a dinner or party invite in
Hongkong should she happen to reside in
Kowloon. There is urgent need for reform in
this matter and, I trust, steps will be taken to
initiate it at an early date.

A KOWLOON RESIDENT.

Hongkong, 23rd March, 1901.

SMALL-POX.

Number of cases reported (Chinese) 13
up till noon of the 22nd. Other Asiatics 4
March, 1901. Europeans 9
Number of cases reported (Chinese) 9
during the past 24 hours. Other Asiatics 0
Europeans 0
Total number of cases reported to date 37
Number of deaths reported (Chinese) 17
up till noon of the 22nd. Other Asiatics 1
March, 1901. Europeans 2
Number of deaths reported (Chinese) 17
during the past 24 hours. Other Asiatics 0
Europeans 0THE CHINA AND MANILA
STEAMSHIP CO., LTD.The eighteenth ordinary general meeting
of shareholders in the Company was held at the
Company's Offices, No. 14, Des Voeux Road,
Victoria, to-day (at noon), for the purpose of
receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1900, declaring a divi-
dend and electing a Consulting Committee and
Auditors. Mr. R. Shewan occupied the chair,
and there were also present Messrs. N. A.
Sibbs, D. Gillies, H. P. White (consulting com-
mittee), A. Babington, Maxwell Watson and
Fung Wa Chun.The notice convening the meeting was read.
The Chairman said:—Gentlemen,—The re-
port and Accounts having been in your hands
for some days, I will with your permission
follow the usual custom and take them as read.
The figures in the Accounts speak for them-
selves, and indicate that the Company has had
a very successful year. Cargo, during the first
half of the year especially, was plentiful, and
to meet the increased trade we felt we had to
get more tonnage, or else lose our position and
hold on the Line to a considerable extent.
Fortunately just at the time we required an
extra boat we were able, as I informed you at
the last annual Meeting, to buy the *Perla*,
late *Ateneo*, on very advantageous terms,
and I am glad to report to you that she has
proved a most satisfactory vessel for our pur-
poses and has paid the Company well for the
time she has been running. As you are aware
we have contracted for two New Steamers of a
more modern type, and with rather more cargo
capacity, which we hope to have out in time
towards the beginning of next year. We are
sure they will prove a very valuable addition
to our Line, and enable us to meet the changed
condition of the traffic with Manila with more
up to date vessels. We have been asked by
several Shareholders why we do not recom-
mend a large dividend, but the answer to that
is "You can't eat your cake and still have it."
We have to pay for the two new boats, and
until that is done you must be satisfied with
moderate dividends, although I might add
that 16% if by no means a poor return. Pros-
pects for the year seem to be very fair, export
business from here is good, but on the other
hand, the trade from Manila to this has not
improved as we expected. Shipments of Hopp-
and Sugar are few and far between, but the
circumstances especially as regards the first
named staple, are peculiar, and I have no
doubt that time, great Healer of all our ills,
will bring about a change for the better,
and that a full cargo from Manila, will no
longer remain as at present, a thing of the
past. There is nothing I can see in the
Accounts that requires explanation. I may say
that outstanding freight for 1899 is now paid
and outstanding for 1900, and before moving the
adoption of the Report I shall be pleased to
answer any questions that Shareholders may
wish to put.Proposed by the Chairman.
Seconded by Mr. Maxwell Watson, carried.
Consulting Committee, (Messrs. Gillies,
Lieber, White and Shewan).
Proposed by Mr. Fung Wa Chun.
Seconded by Mr. Babington, carried.
Auditors, (Messrs. F. Henderson and Tam-
old), Proposed by Mr. Gillies.
Seconded by Mr. Sibbs, carried.
The Chairman:—That is all the business,
gentlemen. Dividend warrants will be ready
on Monday. Thank you for your attendance.

ROYAL HONGKONG YACHT CLUB.

The tenth Club Race of the season will be
sailed on Sunday, 24th instant. Course, from
Police Pier round Covecove, to starboard,
Channel Rocks, to starboard, and return to
Police Pier, distance 16 miles.

HONGKONG SHARE MARKET.

HONGKONG, Friday, March 22nd.
Messrs. Benjamin, Kelly and Potts, in their
weekly share report state:—
Business during the past week has not been
very large but the general tone of the market
may be said to remain healthy. The Hongkong
Hotel Company, Limited, has advertised its
Ordinary Annual Meeting for the 26th March.
The transfer books closed from the 20th to 26th
instant, both days inclusive. The second half-
yearly meeting of the Queen's Mines, Limited,
will take place on the 27th March. The trans-
fer books closed from the 21st to 27th instant,
inclusive. Banks.—During the earlier part of
the week, Hongkong and Shanghai Banks were
negotiated to a small extent at 353 per cent.
premium, but owing to political rumours the
market has reacted and shares are now offering
at 350 per cent. premium. The London quota-
tion is 260.10. Nationals are very firm

THE HARBOUR COLLISION.

The circumstances of the collision between the steamers *Glengyle* and *Hanchow* in the harbour on Thursday are not exactly known yet. There will, of course, be an enquiry into the accident. The former vessel is stated to have been coming in from the South towards a buoy, when the latter boat crossed her bows, and the *Glengyle* was due to leave on Tuesday for the North, and will do so if not detained for the enquiry. Her injuries are trifling.

WISE AND OTHERWISE.

The famous Brough Company is (B) rough now at Shanghai, and I am glad to say they will shortly visit Hongkong. Shanghai, by the way, I should almost have thought the Company rather wanting in tact to give Shanghai a representation of "The Liars," this is indeed bearding the lion in his den.

Adelphus story is told of a sportsman, who was boasting of the intelligence of his dog. "Would you believe it?" he said, "When I was walking into the city he suddenly stopped and pointed at a man by a bookstall, and nothing I could do would induce the dog to move. So I went up to the man and said, 'Would you oblige me with your name?' 'Certainly,' said the stranger, 'my name is Partridge.'" Augustus Ilare could scarcely parallel this tale.

One of Queen Wilhelmina's wedding gifts is from Mr. Kruger. It is a thimble. Is there not here a subtle suggestion that the young Queen should sew and that Mr. Kruger should reap? In Her Majesty's youthful simplicity, however, it is doubtful whether she will cotton to this idea.

A big brown bear having in his possession the flag of a locomotive with the red signal flag attached to it, is at large and roaming through the country along the line of the Jefferson division of the Erie Railroad, and causing much annoyance to the railroad men by suddenly appearing on the track, and standing there ahead of some approaching train, and either compelling the engineer to bring his train to a stop or take the chances of derailing his locomotive by an attempt to run the bear down. At least, an American exchange says so.

Speaker Dowling, of the Minnesota Legislature, says an exchange, wears artificial legs, one artificial hand, and has no fingers on the remaining hand, his condition being the result of injuries received in a blizzard. His favourite song would naturally be: "Here a sheer hulk lies poor Tom Dowling." Speaker Dowling is pretty certain not to be a bachelor. We remember one enterprising gentleman with a cork leg who achieved matrimony three times, with a resultant considerable family. Yet Dowling's advantages were obviously of a superior character. But Mrs. D., when matrimonial differences arise, will have a better weapon in her armoury than the mere "tyranny of tears." She will confiscate all the "limbs" she can see lying about, and then present her ultimatum to Mr. D. (Here is a chance for Mr. Pinner), an entirely unworked mine of dramatic possibilities).

An Australian contemporary Dog-fish publishes the following—A fishing story has been sent me by a friend at Condohin, which, like all fishing stories, is stamped with the hall-mark of truth. Two young men, who had several times fished unsuccessfully in a deep, clear waterhole on the Lachlan River, in which they could see plenty of fish, determined to try a little dynamite amongst them. Accordingly they filled a small bottle with the explosive, and putting a fuse through the cork lighted and threw it in, forgetting, however, to attach a weight to the bottle to sink it. Their dog, naturally coming to the intelligent conclusion that this was for him to fetch out, plunged in, and seized it for the bait. As the fuse was slowly but surely burning down, the fishermen took to their heels and ran as they never ran before, shouting to the dog to "dry it." The fustier they ran, the quicker the faithful and affectionate animal followed, and he was gaining on them at every stride until the explosion took place. Then there was no more dog, only two exhausted and terrified anglers sitting on the ground, frightened out of their wits, with a little gained experience.

One of the returned Canadian Ho Nover volunteers from South Africa tells a strange story of the vengeance of his Alm. A wealthy Boer who had been ruined in estate and rendered desperate by the death of his two sons—his only children—who were slain in battle early in the campaign. They were big manly fellows, and the pride of their parents. The father—Van Bosboom—was, prior to the war, the owner of a valuable gold mine and had by him a good supply of the precious metal. When the news of his sons' death reached him, he shouldered his rifle, which he called "Lobengula," and started out to join the Boer army; his soul thirsting for revenge. In a bold which bore his own initials he cast a number of golden bullets and carried them in his cartridge belt. Van Bosboom is 55 years of age, and a noted rifle shot and sharpshooter, having never been known to miss his aim. How deadly was his vengeance is vouched for by Real Huot, the returned Canadian volunteer, who reports that whenever the British ambulance corps carried the wounded and wounded off the fields of battle upon which Van Bosboom had fought they invariably found a number of officers and men, the former especially, who had been shot in the middle of the forehead, and when the surgeons extracted the bullets they were found to be of gold and to bear the initials of the name of the avenging father.

It is further said, that one man, who was continually being shot in the legs, has now a snug little sum in the 3 per cents, and calls it his Boer legacy.

KOREAN NEWS.

RUSSIAN ACTIVITY.

A Russian gunboat has entered Fusan from Chemulpo, and a lieutenant from her has sailed from Masampo. The Russian war vessels at Chin Haiwan were expected at Masampo on the 17th inst.

There is a two-masted Russian collier at Chin Haiwan discharging coals with steam launches and upwards of ten boats.

The whole Russian squadron is shortly expected to assemble at Chin Haiwan.

The three Russian warships, *Rosita*, *Petr*, *Patishak* and *Guillat* were seen firing live shells at "dummy" Japanese men-of-war at Chin Haiwan, which were especially put up for the purpose.

The above items are from the *Nagasaki Press* of the 15th inst. How it was ascertained that the dummy men-of-war represented Japanese ships, is not stated. It may be true, but it is not probable that the Shanghai, London, and

H.M.S. "GLORY" TO THE RESCUE.

The large British ship *Sindia* from New York had a rather unpleasant experience in the Vagtre the other day, says the *N. G. D. News* of the 16th inst. The wind and tide being very strong, she began to drag; the brake was put on, but the ship took charge, the chain ran out to the bitter end and parted. Another anchor was let go with the same result, and then a third anchor was let go with a six-inch Manila hawser and that parted. Meanwhile, the captain of H.M.S. *Glory*, seeing that the *Sindia* was in difficulties, sent an officer and fifty men to her assistance, and after hard work on their part and on the part of the *Sindia* crew, a south anchor with a wire hawser was got over the bows, and this held her. The captain of the *Sindia* expresses much gratitude for the prompt and valuable assistance spontaneously rendered him by the great battleship.

BRITISH ACTION AT TIENTSIN.

A correspondent writes from Tientsin on the 9th instant as follows to the *N. C. Daily News*:—We Britishers are actually asserting ourselves at last. The Russian flags were removed back by our men yesterday from all the railway property, and placed outside the limits of all the ground that the Imperial Chinese Railways had secured for sidings, etc., before the outbreak of hostilities. The Russians at once protested. We sent over troops. They protested more. We sent over more still; and this morning a lot of the Madras Pioneers have gone over to maintain the position. "Action" seems to have replaced "talk," and unless I am tremendously wrong, the Russians will back down.

CAN WE RAISE RICE FOR JAPAN?

Too many persons are apt to assume, says the *American-China News* (N.Y.), that it is utterly hopeless to attempt to compete in this country with the underpaid labor of foreign countries. It is well, therefore, to have this question dispelled by as careful an observer as Dr. E. Murray-Aaron, who has taken as an example the labor of the Orient, the most poorly paid labor in the world, and shown that it is much more expensive than the well-paid labor of the United States.

It may be assumed that the Japanese agriculturists ought to know all about growing rice advantageously, and yet this authority demonstrates that the rice growers of Southern States, paying 15 times the wages, can produce rice less than one-tenth the cost per acre of raising an acre of rice in the Orient. It appears that the Japanese laborer, with his primitive methods and implements, takes care of but one acre of rice a year, whereas one laborer in the South, with improved machinery, cultivates 80 acres and raises more per acre than his miserably-paid Oriental competitor, if it is fair to call them competitors at all.

The significance of this is that the United States will some day, and perhaps before long, stop importing rice altogether. Rice can be produced in ten States in the South, and there are now over 170,000 acres in the South devoted to the cultivation of this crop, with vast areas which may be turned to the same use. If Pennsylvania, for instance, can manufacture jacksaws for the Japanese market, as a Pennsylvania firm of carriage makers is doing, there is nothing unreasonable in the assumption that the Southern States may some day sell their rice in Japan. Who knows but the Chinese may yet celebrate the birth of Confucius and illuminate their holidays with American fire crackers?

Mr. Lovell, the P. & O. agent at Colombo, died suddenly there, the other day, under such strange circumstances that an inquest was held. Several of his servants were arrested and brought up on suspicion of poisoning him. An inquiry before a magistrate was still proceeding there at the date of last mail advices. When certain medical evidence was called in, the magistrate excluded all reporters. This has aroused unfavourable comment in the Colombo Press. It is contended that, so far as is known, there was nothing in the medical evidence that called for such a step. The right of the magistrate to exclude reporters is admitted, but it is urged that the exercise of his right in this instance was uncalled for in the public interest. The *Times* of Ceylon thus comments upon the matter:—"It has led to misconstructions as to the evidence to be disclosed; the reporters will have to get what information they can without being able to guarantee its accuracy; and the whole proceeding is calculated to defeat instead of to advance the ends of justice. We repeat that any evidence which the Court considers ought not to be made public can easily be suppressed. Newspaper conductors are not more unreasonable than other people; at any rate we object to the contrary being assumed without cause. The reporters ought to have been allowed to remain to watch the case. Now the whole of the rest of the evidence is suppressed; and the interest of the public will suffer for 'hush and corner' proceedings are not in accordance with the practice of civilized communities and are contrary to the spirit of the law. This restriction is absurd, too, because if the case proceeds to the Supreme Court, it will be heard all over again with open doors."

EASTERN RESERVE DEPOTS FOR MILITARY AMMUNITION AND STORES.

Captain Mahan, in his latest work "The Problem of Asia," draws particular attention to the advisability of establishing in India, Australia, and the Cape, sources of necessary supply—whether manufacturing or depots—in ammunition and stores, against the chance of temporary interruption on the side of England. The wisdom of this suggestion cannot be questioned, and already we have seen how India can furnish supplies for an Army in the field. Since the Boer war began, tents, helmets, boots, saddles, have been shipped almost weekly to South Africa, while ammunition by lakhs of rounds has also been sent. The *Armourer* of the three armies drawn from the British Garrison were completely equipped and no demands had to be made from England. India, in fact, has even now her manufacturing and depots. She can make everything required by the soldiers except guns for the artillery, and rifles and bayonets for the Infantry.

The clothing, harness and boot factories, the gun-carriage, shell and ammunition factories, are always busily engaged, and measures are now being taken to make cordite and lyddite gunpowder, which is falling into disuse, though it must still be falling into the Martini rifle, is also made at Ishapore. However, it has only been considered necessary to manufacture munitions

an agreement with the Home Government it could be easily arranged, that huge reserves of these necessary supplies should be kept in stock for use in Africa, Australia or the Far East, in case of grave emergency. Further as we have urged before, a small arms factory as well as established, rifles and bayonets could be made, and if proved, a success, the manufacture of field artillery might be attempted later. Captain Mahan has certainly taken the "long view" in this particular matter, and the defence of the British Empire as a whole would be greatly strengthened if the arsenals of India had a big surplus stock ready to be shipped anywhere east of Suez and the Cape. With the cheap labour that is available in this country, factories can be run on very economical lines, and the success which has attended those that have been opened would justify their extension and the starting of new ones. *Pioneer*.

RUSSIAN AGGRESSION.

The establishment of a Russian government with a commanding naval base in Northern China will, says the *Standard Review*, inevitably give a fresh impetus to her position and aims in Persia. In the Northern Pacific she has reached the open sea, and is well on her way to absorb the hinterland. The full exploitation of these remote eastern provinces cannot be sufficiently secured by the long land lines through the inclement regions of Northern Asia. The next step must be to develop a sea-borne trade and protect it by a strong naval squadron. Once firmly established at the eastern extremity, Russia will next require a position nearer home which will shorten the long sea journey, or at least protect the route which her ships must follow between the Black and White Seas. Such a position is to be found in the Persian Gulf, and nowhere else. This is her natural outlet to the Indian Ocean; she will now seek to secure it. It is no new idea. Towards the end of the policy of Russia, has been working not for years or decades but for centuries. The so-called will of Peter the Great expresses it succinctly: "Lose no opportunity to provoke war with Persia; hasten her decay; penetrate to the Persian Gulf; re-establish the ancient trade of the Levant, and advance upon India." The founder of modern Russia looked no further than the Indies, but the horizon has since extended. With that steady, relentless determination which has terrified the nations of Asia, this policy has been pursued through difficulty, opposition, and obstruction till the century's progress has been literally at railroad speed. The capture of the Caspian into a Russian lake, and the subjugation of Central Asia, have laid Persia open along her northern frontier. The Trans-Caspian railway has cast its arms about her borders, and the guns along the line from Kizil Arvat to Khushk stand ready to replace diplomatic dominance by military occupation whenever the occasion arises. That the occasion will arise is a foregone conclusion. Russia requires it, it is not a prophecy but a commonplace. Everything has been carefully prepared. Russian trade, sedulously fostered, has surveyed and opened the roads of advance, and furnished at each step a reason or a pretext for fresh interference. Russian officers command the most disciplined portion of the Persian Army, and Russian diplomacy, backed by irresistible force, has transcended, it might almost be said, has excluded, all other influence in the Persian Court.

ITALY.

For some time past Italy has been a prey to a curious malady. The words of Lamartine, *la France éternelle*, would describe the state of the peninsula almost exactly, had not the crime of last summer suddenly come to darken with a strange tinge of melancholy this tired listless anxiety. Many hoped this thunder-clap would at least have the effect of clearing the air, awakening good-will, and rousing the country of Cavour and Garibaldi from her attack of nerves. These illusions have been dispelled. M. Saracco, who is Leader of the Government at an age when it is time to retire from politics, and put between life and what follows it an interval of reflection and meditation, cannot lay claim to be in the spirit of his freshness, his zeal, and his activity—some of those grand old men, rare and exceptional creatures, to whom years have done nothing but give to the faculties of experience, and put an aureole round their head, without taking away from their energy, not diminishing their longing for action or their vital force. He is not a Gladstone, crowning a glorious career of sixty years of political work by a scheme of reform or conservative revolution that would frighten many younger men. Nor is he even a Cardinal de Fleury, a Nestor of ninety, whose smiling *façade* is a policy, and who, in practising a masterful inactivity, seems to be dealing with eternity.

These great ambitions are quite foreign to the nature of the honest and hard-working man of business who has been called, by the irony of fate, to inaugurate in the evening of life the rule of young Victor Emmanuel. Without exactly understanding it, without perhaps thinking enough of gratitude and justice, young Italy suffers from the indefinite prolongation of the hegemony of a generation which has occupied the stage far too long. The death of Verdi deprives the nation of one of the most glorious survivors of the era of the *Risorgimento*, of one of those ever-youthful veterans whose longevity cannot decently be regretted by the most pushing rising men. It is in political life that the persistence of old influences is complained of. In the Saracco Cabinet—the past—a past most honourable and still living, is represented chiefly by the Leader of the Government and M. Visconti-Venosta. The latter, the eminent diplomatist, who is thought of having been by Europe, has the privilege of having been the youngest and one of the oldest Ministers of Foreign Affairs of this age.

It is rare for a statesman to be called to the administration of the foreign affairs of his country in a great historical phase before the age of thirty, and after an interval of a quarter of a century to take the helm once more at the age of seventy. The picturesqueness of this fact is not enough to calm the ill-humour of the men who believe one generation—their own—has been crushed under the persistence of another one in politics, and who do not see with any greater pleasure M. Crispi or M. Zanardelli at the head of the different parties of the Opposition than M. Saracco in power.

We have here a curious state of feeling, perhaps not a very noble one, but natural enough, and one that can only have been intensified by the complete youth of the young King, a young Queen, and a more youthful Government. It is interesting to notice that this ill-humour, which is only affected politics, is found in the ranks of the literature and teaching, and the University of Rome, for instance, resounded with exclamations that were not very polite on the occasion of the visit of a young girl, Teresa Lablady, who practises at the Bar, not without having passed all necessary examinations, but who, like herself in the wrong by having been prevented or being accompanied in this career by her father or a brother. These symptoms are worthy of note. The crisis on the verge of which the State has been for so long has come sooner than

THE ROYAL CRUISER.

MARINES FOR THE "OPHIR."

A detachment, consisting of Colour-Sergeant Howard, one corporal, one bugler, and 15 privates of the Stormhouse Division, R.M.L.I., proceeds to Chatham on Feb. 21st, to join headquarters there prior to embarking in the *Ophir*, which is taking out their Royal Highnesses the Duke and Duchess of Cornwall and York to Australia. The Royal Marine detachment who are to do duty in the *Ophir* will consist of Maj. C. Clark and Lieut. H. H. Stockley, R.M.L.I., and Lieut. G. L. Raikes, R.M.A.; Eastney Division—two sergeants, two corporals or bombardiers, two buglers, and 45 gunners; Chatham—one sergeant and 15 privates; Portsmouth—one sergeant, one corporal, and 15 privates; and Plymouth—one colour-sergeant, one corporal, one bugler, and 15 privates.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1899.

Barometer 30.141

Thermometer 57.3

Humidity 79.0

Rainfall 1.75

TO-DAY.

WEATHER REPORT.

On date On date

Barometer 30.11 30.04

Thermometer 67 68

Humidity 97 88

Rainfall 0.69

TO-DAY.

Saturday, 23rd March, 1901.

Chinese—5th of 2nd moon of 17th year of Kwang-shi.

Sun—Rises 6hr. 30min.

Sets 6hr. 11min.

High water—Morning 10hr. 30min.

Afternoon 4hr. 14min.

Low water—Morning 6hr. 14min.

Afternoon 4hr. 55min.

ANNIVERSARIES.

1839—Captain Elliot forced his way to Canton.

1897—Collapse of a building in East Street, Hongkong, 1 man killed, injured.

1898—Sharp skirmish between British and Derivates near Atharva.

1898—Death of Colonel Elvidge at San Francisco.

TO-MORROW.

Sunday, 24th March, 1901.

Chinese—5th of 2nd moon of 17th year of Kwang-shi.

Sun—Rises 6hr. 20min.

Sets 6hr. 11min.

High water—Morning 10hr. 17min.

Afternoon 4hr. 38min.

Low water—Morning 6hr. 17min.

Afternoon 4hr. 52min.

ANNIVERSARIES.

1603—Queen Elizabeth died.

1839—Captain Elliot demands passports for himself and British subjects imprisoned at Canton.

1876—The steamer *Telican*, pirated and scuttled, ten persons murdered. Pirates afterwards arrested and executed.

1895—Attempted assassination of Li Hung Chang at Shimonoseki.

1897—400 Americans massacred at Tokat.

1897—Jubilee Celebration Committee appointed.

1898—Chinese evacuate Port Arthur, P. & O. Co.'s steamer *China* went ashore near Penin.

AGENDA.

TO-DAY.

9 p.m.—The Dallas Company at the Theatre Royal.

Cargo ex *Malpines* subject to rent.

Cargo ex *Sutlang* subject to rent.

TO-MORROW.

Daylight—O. S. K. steamer *Mahuru Maru* leaves for Coast Ports.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 4.45 p.m.

Union Church.—Services, 11 a.m. and 6 p.m., St. Peter's Church.

5th Sunday in Lent March 24th.

11 a.m.

Hymn 347; Venite, Hooper; Te Deum, Lawers etc.; Benediction, Mornington, Hymns, 339, 324, 345.

(6.30 p.m.)

Hymn 377; Magnificat, Turle; Nunc Dimittis Hiles; Hymns, 369, 361, 363.

Union Church.

Sunday, 24th March, 1901.

(11 a.m.)

Voluntary, "Le Réve" Goltzman; Hymn, No. 384 (Haarlem) Drese (1698); Psalm, No. 138 (Double Chant) Mornington; Anthem, No. 50 "Abide with Me," Barby; Hymn, No. 393 (Lux Benigna) Dykes; Hymn, No. 379 (Armageddon) Goss; Sermon, "Religious Haqueading" Voluntary, "Barcarolle" Spill.

6 p.m.

Voluntary, "Liebeslied" Henstl; Hymn, No. 413 (Old South) Genevieve Palmer 1554; Hymn, No. 268 (Winkler) New Casselins; Hymn, No. 129 (Warrington) Harrison; Hymn, No. 219 (1st Tune) Dykes; Hymn, No. 498 (Tune 487 Ellers) Hopkins; Sermon, "The character of Judas Iscariot" Voluntary, "Schlummelied" R. Schumann.

MONDAY, 25th.

Noon—M. M. Co.'s steamer *Annam* with mails etc. leaves for Europe.

Noon—C. Co.'s steamer *Yuenan* leaves for Manila via Amoy.

Daylight—D. & C.'s steamer *Formosa* leaves for Coast Ports.

11 a.m.—Public Auction by Messrs. Hughes & Hough at H.M. Naval Yard.

Noon—N. Y. K. steamer *Yamaguchi Maru* leaves for Yokohama.

Noon—Meeting of the Shareholders of the Hongkong Hotel Company Ltd., at the Company's Hall.

4 p.m.—L. C. S. N. steamer *Sutlang* leaves for Indian Ports.

8.30 for 9 p.m.—Precisely. Regular Meeting of the Victoria Preceptory and Priory Lodge, at the Freemason's Hall.

Cargo ex *China* subject to rent.

Cargo ex *Tiaste* subject to rent.

WEDNESDAY, 27th.

Daylight—O. S. K. steamer *Anping Maru* leaves for Coast Ports.

Noon—Meeting of the Shareholders of the China Sugar Refinery Company Ltd., at Messrs. Jardine Matheson & Co.'s office.

5 p.m.—C. & M. Co.'s steamer *Esmeralda* leaves for Manila.

Cargo ex *Glengyle* subject to rent.

Cargo ex *Nippon Maru* subject to rent.

THURSDAY, 28th.

Noon—T. K. F. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Manila.

FRIDAY, 29th.

4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Manila.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Oceanien*) 25th instant.

Canadian (*Tartar*) 28th instant.

Canadian (*Athenian*) 1st prox.

American (*America Maru*) 12th prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan*, left Yokohama on Friday, p.m., the 22nd inst., for Vancouver B.C.

The N. Y. K.'s steamer *Rosetta Maru* (European Line) left Nagasaki for this port yesterday, the 22nd inst., and is expected to arrive here on Tuesday, the 26th inst.

The N. Y. K.'s steamer *Mike Maru* (Bom-bay Line) left Shimonoseki for this port yesterday, the 22nd inst., and is expected to arrive here on Wednesday, the 27th inst.

HONGKONG AND WHARF DOCK RETURN.

G.M.S. *Metha* at Kowloon Dock.

G.M.S. *Jaguar* " "

U.S.S. *Ida de Luzon* " "

U.S.S. *Bennington* " "

U.S.S. *Yorktown* " "

H.M.S. *Firebrand* " "

Freiburg " "

Prosper " "

Solent " "

Hanoi " "

Ilcos " "

Glengyle " "

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU.....	{MOJI, KOBE and YOKOHAMA.....}	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU.....	{SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....}	FRIDAY, 29th Mar., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 21st March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 27th March.
SAVOIA.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 4th April.
BAMBERG.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 8th April.
JACOBS.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th April.
SIBIRIA.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.TOYO KISEN KAISHA.
U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

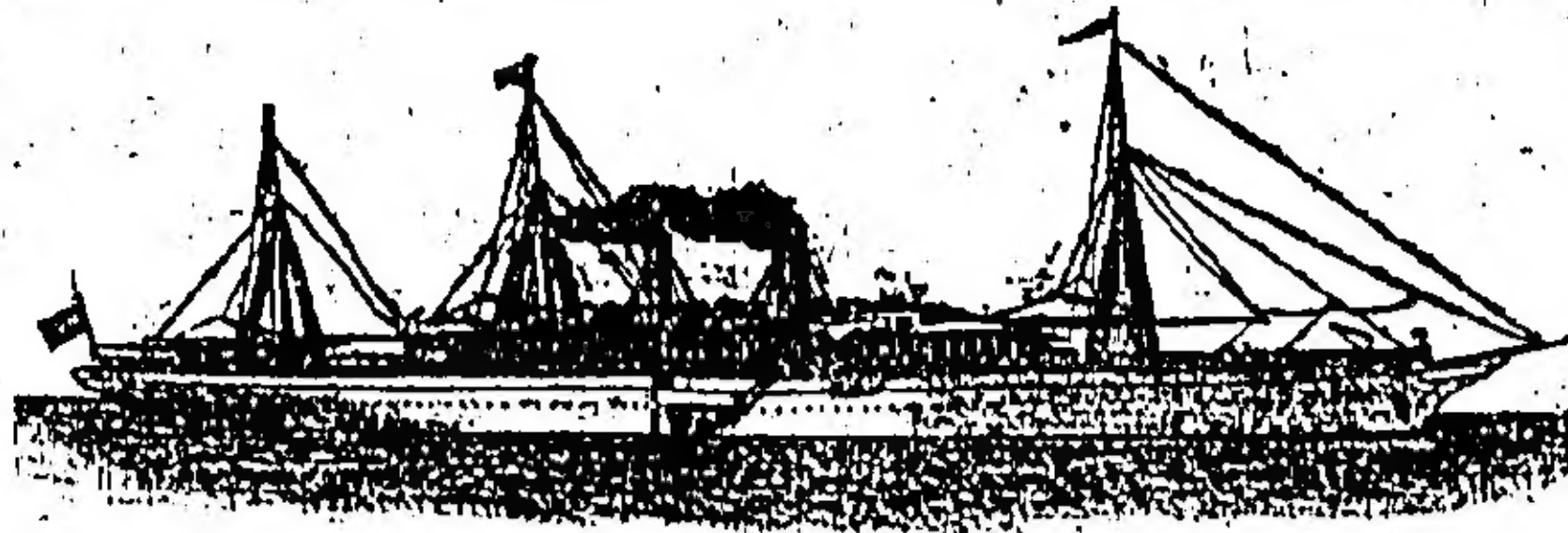
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
"Pudler's Street."

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st June, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th March, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.
SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Strathgyle..... 5.023 Saturday Mar. 30
THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
TAIWANFOO.....	"HOIHOW".....	26th instant, at 3 P.M.
SHANGHAI (DIRECT).....	"SZECHUEN".....	26th instant.
CEBU and ILOILO.....	"KAIFONG".....	27th instant.
MANILA.....	"SUNGKIANG".....	29th instant, at Daylight.
MANILA.....	"TAIYUAN".....	30th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd March, 1901.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PYRRHUS".....	29th instant.
GLASGOW.....	"ANTENOR".....	1st April.
	"ULYSSES".....	11th April.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"STENTOR".....	2nd April.
	"IDOMENEUS".....	16th April.
	"AGAMEMNON".....	23rd April.
	"AJAX".....	30th April.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR MANILA via AMOY.
THE Company's Steamship
"YUENSANG," Captain Rolfe, will be despatched as above on MONDAY, the 25th instant, at Noon. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 23rd March, 1901. [147c]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SUISANG," Captain Tadd, will be despatched as above on TUESDAY, the 25th instant, at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 21st March, 1901. [352c]THE OSAKA SHOEN KAISHA,
LIMITED.FOR FOCHOOW via SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 13th March, 1901. [321c]THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.FOR MANILA.
THE Company's Steamship
"ESMERALDA," Captain G. T. Blackland, will be despatched as above on WEDNESDAY, the 27th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 20th March, 1901. [348c]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship
"ROSETTA MARU," (3,411 Tons Gross, Captain M. Tait), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M. This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines. For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 19th March, 1901. [345c]FOR NEW YORK via PORTS AND SUEZ CANAL.
With Liberty to call at MANILA.THE Steamship
"GYMERIC," will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDENE" and "LOWTHER CASTLE." For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 11th March, 1901. [14c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Co.'s Accelerated Line to TRIESTE.)
THE Company's Steamship
"MELPOMENE," Captain Matovich, will be despatched as above on WEDNESDAY, the 3rd April, P.M. For information as to Passage and Freight, apply to

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong:—
ADOLPHUS, American ship, Amesbury.
Standard Oil Co.
MOZAMBIQUE, British ship, Robt. Clerance.
Standard Oil Co.
SEA WITCH, American ship, Howes—Master, HATTIE C. SMITH, American ship, Howes—Master, HATTIE C. SMITH, American ship, Howes—Master, HATTIE C. SMITH.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'ARVILLE STREET.

MITSUI BUSSAN KAISHA, Ltd.
Head Office: TOKIO.
Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.
Agents: Mitsui Bussan Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Kanagawachi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mitsui Bussan Kaisha, Ltd., Onoda Cement Company.CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road, Central. [12c]JAPANESE CURIOS.
D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [14c]

turned to Mrs. Wagner. "Would you be kind enough to give my three children a something?"

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting survey will soon be exhausted. **1941M**
Memphis, 10 June, 1940

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, BOMBAY AND SINGAPORE.

THE Steamship

"MELPOMENE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th March, 1901. [319c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venice, ex S.S. *Polina* transhipped at Trieste.

From Leghorn, ex S.S. *Apollonia* transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901. [320c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901. [195c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wharves and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Agent.

Hongkong, 20th March, 1901. [7]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st March, 1901. [351c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENVYLE."

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as possible.

Goods not cleared by the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & CO., Agents.

Hongkong, 21st March, 1901. [355c]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 22nd March, 1901. [4]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1895. [30]

Intimations.

NEITHER THE CAPTAIN, the AGENTS nor the OWNERS of the S.S. *COLONIES* will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew during her stay in this port.

Hongkong, 18th March, 1901. [340c]

NOT RESPONSIBLE FOR DEBTS.

WITH THIS DAY MR. E. JOCKERS CEASED to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDEUTSCHER LLOYD, Superintendent's Office, 5, Queen's Building.

Hongkong, 21st March, 1901. [353c]

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of \$1 (One Dollar) each.

Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOUQUE, Acting Manager.

Hongkong, 26th February, 1901. [261c]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the Undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th January, 1901. [124c]

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [86c]

MADAME ZARIA.

FORTUNE TELLER.

LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 7 P.M. at the Annex to THOMAS' GRILL ROOMS, Room No. 15, Second floor.

Hongkong, 19th March, 1901. [342c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

FERGUSON'S SPECIAL CREAM.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [383c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

Intimations.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 13th March, 1901. [26]

NOTICE.

REQUIRED by a First Class MERCHANT HOUSE in Hongkong, an Experienced Man of Business to act as COMPTROLLER. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of \$100,000. Apply in writing to—

Messrs. JOHNSON, STOKES and MASTER, 12, Queen's Road, Central.

Hongkong, 15th February, 1901. [297c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 26th March, 1897. [17]

CLARKE'S B4 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs.

Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years.

In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [43]

Relieves the aching pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

Obtained from the best of Santal Midy.

Unlikethe usual oil of the Bazar, it is superior to Cupressi, Culeb, or Injections, and causes no inconveniences.

Each tiny Capsule bears the name **JEYES**.

Beware of imitations.

8, RUE VIVIERE, PARIS.

Relieves the aching pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

Obtained from the best of Santal Midy.

Unlikethe usual oil of the Bazar, it is superior to Cupressi, Culeb, or Injections, and causes no inconveniences.

Each tiny Capsule bears the name **JEYES**.

Beware of imitations.

8, RUE VIVIERE, PARIS.

Relieves the aching pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

Obtained from the best of Santal Midy.

Unlikethe usual oil of the Bazar, it is superior to Cupressi, Culeb, or Injections, and causes no inconveniences.

Each tiny Capsule bears the name **JEYES**.

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The Share Market.

LATEST QUOTATIONS.

(March 23rd).

Companies.

Paid up Capital.

Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation, Ltd. \$125 35 1/2 premium

The Bank of China & Japan, Limited, (Preference) 4 5 Nominal

The Bank of China & Japan, Limited, (Ordinary) 4 4 1/2

The Bank of China, Limited, (Deferred) 4 1 1/2 1/2 buyers

National Bank of China, Ltd. 4 8 1/2 1/2 buyers

Do. Founders' 4 1 1/2 1/2 sellers

Union Ins. Society of Canton, Ltd. 50 52 1/2 buyers

China Traders' Ins. Co., Ltd. 25 55 1/2 sellers

North China Ins. Co., Ltd. 25 115 1/2 sellers

Yangtze Ins. Assoc. 60 81 1/2 sales

Canton Ins. Co., Ltd. 50 82 1/2 sales

Strait Ins. Co., Ltd. 25 83 sales

Hongkong Fire Ins. Co., Ltd. 50 329 1/2 sales

China Fire Ins. Co., Ltd. 20 376 sales

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited 15 532 sellers

Indo-China Steam Navigation Co., Ltd. 10 517 buyers

China & Manila S.S. Co., Ltd. 50 565 sellers

Douglas Steamship Co., Ltd. 50 538 sales

China Mutual S. N. Co., Ltd. (Pref.) 10 548 1/2 sellers

China Mutual S. N. Co., Ltd. (Ord.) 10 512 buyers

China Mutual S. N. Co., Ltd. (Ord.) 10 512 buyers

China Mutual S. N. Co., Ltd. (Ord.) 10 512 buyers

Star Ferry Co., Ltd. 5 57 buyers

"Shell" Transport & Trading Co., Ltd. 2 57 buyers

China Sugar Refining Co., Ltd. 100 139 sellers

China Sugar Refining Co., Ltd. 100 139 sellers

Funjion Mining Co., Ltd. 8 54 1/2 sellers

Punjom Mining Preference Shares 1 51.20

Société Française des Charbonnages du Tonkin 250 315

Queen Mines, Ltd. 25 cts. 10 cents

Jebeu Mining and Trading Co., Ltd. 5 35 sales

Raub Allain Gold Mining Co., Ltd. 175 104 3/4 sellers

Oliver's Freehold Mines, Ltd. 5 32 1/2 sellers

Oliver's Freehold Mines, Ltd. 5 31 1/2 sellers

Great Eastern & Caledonian Gold Mining Co., Ltd. 5 10 cents

Do. (Preference) 5 10 cents